



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, August 15, 2019

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

1. CALL TO ORDER

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

2. ROLL CALL

PRESENT: Barry Graham, Chair
Pamela Iacovo, Vice Chair
Don Anderson
George Ertel
Michael Kuzel
B. Kent Lall

STAFF: Paul Basha, Transportation Director
Dave Meinhart, Senior Transportation Planner
Greg Davies, Senior Transportation Planner

3. PUBLIC COMMENT

Chair invited public comments. There were none. Paul Basha, Transportation Director, congratulated Mr. Lall on being able to return to his service on the Commission.

4. APPROVAL OF MINUTES

Regular Meeting of the Transportation Commission – May 23, 2019

Chair called for comments or changes. Commissioner Anderson made a speaker correction on page 4.

COMMISSIONER ERTEL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MAY 23, 2019 AS AMENDED. COMMISSIONER ANDERSON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. TRANSPORTATION COMMISSION BYLAWS

Mr. Basha discussed proposed revisions to the bylaws. The intent is to conform the Commission Bylaws to the existing City Council ordinance. Staff will ask for a vote by the Commission in September to approve the revision of the bylaws. The changes address Commissioner absences.

In response to a Commissioner question, Mr. Basha said the ordinance and bylaws are silent on Commissioners leaving early.

Vice Chair stated that she reviewed the bylaws for the other commissions and this language is in line with all of the other commissions as well as with the City Council.

Mr. Basha stated that the City Council will be revising its ordinance this fall and will address the issue of recusals. As such, the bylaws will likely require an additional revision later in the fall or early next year.

6. ARTERIAL LIFE CYCLE PROGRAM UPDATE

Dave Meinhart, Senior Transportation Planner, stated that Question 1 from the fall election provided additional resources to Transportation capital improvements. The Arterial Life Cycle Program (ALCP) has funding through Fiscal Year 2025-26 as a County-wide half-cent sales tax and is managed by the Maricopa Association of Governments. The City is responsible for managing ALCP projects and processing reimbursement through MAG as the projects proceed through design, right-of-way, construction. The City is required to provide a 30 percent local match. The program focus is roadway capacity improvements through additional lanes and/or intersection widening, however there is the ability to address the full transportation system, except for transit service. This includes complete streets, bicycle facilities, paths, trails and other amenities.

In response to a Commissioner question, Mr. Meinhart said that to date, the City has not had a situation where they have had to contribute more than a 30 percent match. However, he noted that MAG's contributions are capped, whereas the cost of a project may not be capped. Funding for projects began in 2008. A list of completed projects, projects under construction and projects in design was reviewed. He noted that the Salt River Pima-Maricopa Indian Community, with support from Scottsdale and MAG, was successful in receiving a federal grant for tribal-related transportation improvements at nearly \$50 million for the Pima Road Corridor. The intent is that a portion, if not all of the remaining money in the MAG funding for Pima Road would serve as the local match for those improvements. This results in a free-up of \$2 to \$3 million in City funds which were to go into future local matches.

Question 1 authorized a 0.1 percent temporary (ten-year) Transportation sales tax increase. This will allow the City to fully match the funds programed by MAG by ALCP improvements planned in Scottsdale. Because of this increased funding, MAG is working with the City on a major reprogramming of the ALCP. Projects moving into design this fiscal year include procurements for design services for several corridors. Many of the main roadway improvements in the plan are in the northern part of the City. This includes Scottsdale Road from Jomax up to Dixileta Road, which moves into design this fiscal year. Preliminary design for Legacy Boulevard includes reconfiguration of two corridors, Hualapai Drive and Mayo Boulevard/Union Hills Drive. MAG has approved funding for a conceptual design. The Airpark Area includes interchange improvements at Frank Lloyd Wright and Raintree. For Shea Boulevard, a number of additional intersections were identified as part of the election materials for Question 1. These will move into design in preparation for construction no later than FY 21.

Vice Chair stated her recollection that the Legacy Connector project was recommended to be put into the Transportation Master Plan, so that it would not be put into the ALPC until City Council approved its placement in the capital program. Mr. Meinhart agreed that City Council will be required to approve the revisions before moving forward. However, it is notable that MAG put funds in for this fiscal year, so that if the approval occurs, the analysis may commence.

Vice Chair cited the table that indicated there were zero dollars in FY 23 or 24, as the funding was pushed out pending passage of Question 1. She asked what occurred with the funding. Mr. Meinhart said before the passage of Question 1, the only items showing in the FY 19 version of the ALCP were projects where funding already existed in the CIP. However, there was no funding available for FY 22 and 23. With passage of Question 1, the funding will no longer have to be pushed further and further out. Funding had not yet been allocated to other communities.

Chair asked about the possibility of MAG not matching the dollars put forward by the City. Mr. Meinhart said that as long as revenues are coming in, in keeping with forecasts, the funding will remain. If revenues drop, everyone's share will be pulled back.

7. BICYCLE AND PEDESTRIAN PERFORMANCE MEASURES

Greg Davies, Senior Transportation Planner, discussed performance measures for the Scottsdale Active Transportation System. Benefits of performance measures include:

- Provide greater transparency to the public
- Improves project and program delivery methods
- Informs investment decisions
- Focuses staff on system priorities
- Better understanding of return on investment
- Tracks progress

A brief history of the Scottsdale Active Transportation System was provided. The system consists of 549 miles of paths and trails and is estimated to be 950 miles at buildout. The system also includes bike lanes, sidewalks, walking paths and other paths and trails. A prioritization methodology is used for the trail system as well as the path system. Approximately \$4 million annually is designated to paths and trails sidewalks (yearly capital projects).

In response to a Commissioner question, Mr. Davies stated that a path is considered to be a paved facility, from 8 to 14 feet wide. A trail is unpaved and comprised of decomposed granite with a width of 6 to 10 feet.

Commissioner inquired as to the definition of a bike lane versus a bike route. Mr. Davies stated that a bike route connects to a bike lane or a shared use path, predominantly through neighborhoods with low volume traffic. A bike lane is on a roadway, ideally 6 feet wide with 8-inch-wide striping. They are typically located on higher volume roads to allow bicycle traffic.

Commissioner referred to the 2008 Transportation Master Plan and asked for clarification on the terms connection score and prioritization score. Mr. Davies said the two scores work in conjunction. A project with a high connectivity score will likely have a high prioritization score.

Mr. Davies stated that the bicycling industry generates \$17 billion nationally in federal, state and local taxes. Approximately 47 million people participate in bicycle touring throughout the country, which brings in approximately \$15 million in revenue to economies within states.

The following is breakdown of Scottsdale's Active Transportation System as of June 30th, 2019.

- Bike lanes: 172 centerline miles
- Bike routes: 103 miles
- Shared use paths: 129 miles
- Paved shoulders: 5 miles
- Walking paths: 7 miles
- Unpaved trail: 133 miles
- Total miles: 549 miles

In response to a Commissioner question regarding the small number of walking path and paved shoulder miles, Mr. Davies explained that five years ago, the walking paths were designated as shared use paths, but were less than 8 feet in wide. This is why they were subsequently categorized as walking paths. The paved shoulders are primarily located in the northern portion of the City. Paved shoulders are not the optimum choice for comfortability, which accounts for the low inventory of this category.

Performance goals/measures include:

Mode:

- Pedestrian and bicycle levels of service
- Improving availability of multiple travel modes at a specific location
- Ensuring accommodation of all modes on City streets

Safety:

- Reducing number and severity of collisions

Pedestrian access and convenience:

- Raising pedestrian level of service to appropriate level (depending on location)
- Improving connectivity to transit and access to major destinations
- Reducing conflicts with other modes

Universal Access:

- Applying universal design principles

Bicycle access and convenience:

- Reducing bicycle system gaps
- Improving bicycle level of service
- Reducing conflicts with other modes

Transit Access and utilization:

- Ensuring, as practical, minimized walk distance to transit stops and major destinations
- Ensuring bicycle accommodation on transit vehicles

In response to a Commissioner question, Mr. Davies stated that the goals were listed in the 2008 Transportation Master Plan.

Commissioner noted the absence of sidewalk inclusion in performance goals.

Current performance measures include:

- Path miles added to path network
- Bicycle lane miles added to bicycle lane network
- Unpaved trail miles added to neighborhood trails network
- Pedestrian sidewalk miles added to sidewalk network
- Bicycle and pedestrian crash data

Regional performance measures in the MAG Active Transportation Plan include:

Active Transportation Themes:

- Transportation Choices
- Safety
- Economic Vitality
- Environmental Quality
- Public Health

Actionable Targets:

- Increase mode share from 4.4 percent to 30 percent by 2040
- Achieve zero pedestrian and bicyclists fatalities by 2030
- Increase physical activity from 37 percent to 64 percent
- Decrease obesity from 64 percent to 37 percent by 2040

National performance goals/measures include:

Goals:

- Connectivity
- Economic
- Environment
- Equity
- Health
- Livability
- Safety

Measurement categories:

- Accessibility
- Compliance
- Demand
- Reliability
- Mobility
- Infrastructure

Transportation measures include:

- Access to community destinations
- Adherence to traffic laws
- Average trip length
- Bicycle/pedestrian crashes
- Bicycle/pedestrian counts
- Facility maintenance
- Health benefits
- Access to jobs
- Average travel time
- Connectivity index
- Level of service
- Population served
- Miles of bicycle/pedestrian facilities

Goals identified as top priority:

- Safety
- Health
- Compliance
- Environment
- Economic

Measures identified as top priority:

- Bicycle and pedestrian crashes
- Bicycle and pedestrian counts
- Miles of facilities added to system
- Level of service
- Population served
- Connectivity

Next steps include:

- Revisit community goals and priorities
- Identify gaps in the Scottsdale Active Transportation System
- Identify benchmarks to track changes over time through annual reporting
- Conduct before and after project evaluation using bicycle and pedestrian counts
- Continue to work with regional partners to utilize bicycle and pedestrian count and crash data
- Continue to advance transportation through the implementation of the Transportation Master Plan

Commissioner inquired as to the time frame for next steps. Mr. Davies clarified that there is a timeline on continuing benchmarks. Effectiveness measures exist in the 2008 Transportation Master Plan. Some may be somewhat nebulous and may need to be more definitive in terms of measures.

Commissioner asked specifically about community outreach. Mr. Davies stated that outreach is component step of any planned development. There is no timeline on when a specific survey might be done. Public meetings were held recently in conjunction with the Bicycle Friendly Community process.

Commissioner commented on the importance of current crash data in terms of meeting goals and priorities, especially as safety was identified as a top priority.

Chair commented that this information represents a great start in terms of performance measures, however there is room to grow.

Mr. Davies noted that the Active Transportation map is available in paper form or online. Commissioner suggested making the map available as a download or an app to track locations on GPS.

8. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha noted that the Commission has a vacancy. City Council will nominate from a list of applicants on September 17th and will appoint a new commissioner on October 1st.

The Cattletrack Road Trail was recently completed. It is adjacent to Cattletrack Road (Miller Road), one-half mile east of Scottsdale Road and one-half mile west of Hayden Road. It extends south from Lincoln Drive to McDonald Drive. A recent Neighborhood Traffic Management project installed three raised landscaped medians. The result was to include a trail on the east side. The funding comes from the trail account.

Commissioner asked whether the City had to acquire additional right-of-way from residents for the trail. Mr. Davies stated that the trail is fully within the City's right-of-way.

The Fire House Trail is an equestrian trail in the northwest quadrant of Pima Road and Lone Mountain Road. There are connection gaps in the area. The City just purchased property connecting Black Cross Road to the Ashler Hills Alignment Trail. The Department is the process of designing the Fire House Trail. Homeowners in the area are very much pleased with the trail. The trail is entirely City property, either City-owned or City right-of-way. The City wishes to connect Granite Reef Road to the Ashler Hills Equestrian Trail, however, both property owners do not wish to sell equestrian easements to the City. Another goal is a connection in the equestrian trail on the north side of Lone Mountain Road to ensure circular access and secondary access, should it ever be needed. The project has finished the planning stage and is entering design. The commitment is to open the trail by December of 2020.

Chair identified the other trail on Ranch Road and inquired about wayfinding signage. Mr. Basha confirmed that signs will be present.

In response to a Commissioner question, Mr. Basha stated that the paths are 8 to 15 feet wide. The City prefers that its purchased easements be 30 feet, in order to meander the trail and avoid vegetation.

Mr. Basha addressed bus stop improvements, which are necessary to comply with the Americans with Disabilities Act (ADA). Improvements (sidewalk connections) were made to the southeast corner of 86th Street and Chaparral Road, and two locations along Hayden Road in McCormick Ranch. In response to a question from Vice Chair, Mr. Basha confirmed that the McCormick Ranch locations are new as a result of the revised trolley route system. The bus stops existed many years ago and were reactivated in October. The location at 86th and Chaparral was previously a bus/trolley route. These locations are active in terms of ridership.

Mr. Basha discussed the undercrossing of Shea Boulevard immediately east of 124th Street. The undercrossing was improved six months to a year ago. There were serious construction issues, particularly in terms of a constructed wall. The City is currently in litigation with the contractor.

The City will soon be extending a request for proposals from contractors to begin reconstruction. The design work is complete. The intent is to begin construction early next calendar year with completion next spring or summer.

Commissioner asked whether the City had directed the type of material the wall was to be constructed with. Mr. Basha said the City stipulated that it be gabion rock. During construction, the City advised the contractor that the work performed was unacceptable. The contractor refused to make any modifications.

In response to a question from Vice Chair, Mr. Basha confirmed that the next wall will be gabion also.

9. PUBLIC COMMENT

There were no comments.

10. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner said one of the reasons Scottsdale is a member of MAG is because it has certain expertise that Scottsdale Transportation Department does not have. However, the City pays for this. He would like to discuss the possibility of Scottsdale developing its own in-house expertise, which might make MAG membership unnecessary. The discussion should include the costs to do so as well as the money saved.

11. ANNOUNCEMENTS

Mr. Basha introduced the Transportation Departments newest employee, Kiran Guntupalli, Principal Traffic Engineer.

12. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Ertel and seconded by Commissioner Kuzel, the meeting adjourned at 7:09 p.m.

AYES: Chair Graham, Vice Chair Iacovo, Commissioners Ertel, Anderson, Kuzel and Lall.
NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**